

CLASH OVER CHIEF CONLIN'S VACATION.

Roosevelt and Andrews Object
to His Taking a Short
Rest.

Save of Absence Favored by Grant
and Parker, and They Have
Their Way About It.

CORTWRIGHT TO BE ACTING CHIEF.

No Promotions Will Be Made for the
Present—Conlin Would Have Made
a Claim of Illness Had Not His
Request Been Granted.

Chief Conlin was granted fifty days' leave
of absence by the Police Board yesterday.
His application for a vacation was vigorously
opposed by President Roosevelt and
Mr. Andrews, but the former gave way and
acquiesced to the Chief's going away.

Mr. Roosevelt was annoyed when the
subject was introduced by Mr. Parker. The
latter spoke in behalf of the Chief. He
was seconded much to the surprise of the
other members of the Board—by Colonel
Grant, who urged that the Chief needed a
vacation. Mr. Andrews objected, saying:
"It is impossible to spare the Chief at
this time."

"Utterly impossible," interrupted Presi-
dent Roosevelt. "I am willing to give the
Chief a vacation, and a long one, but not
just now. He is needed."

"It just amounts to this," said Grant.
"If you don't give Chief Conlin leave of
absence he will be compelled to report sick,
and we cannot refuse him a vacation then.
He has told me that if he is denied leave of
absence he will plead sickness."

"Did Chief Conlin tell you that?" asked
President Roosevelt, quickly.

"He did," answered Colonel Grant.

"And he told me the same thing," said
Commissioner Parker.

"Well, if that is the condition of affairs,
I see no alternative but to grant the Chief's
application for leave of absence," said
President Roosevelt reluctantly.

Mr. Andrews feebly endeavored to turn
the tide, but President Roosevelt interrupted
with, "That settles it," and Chief Conlin's
application was granted.

Mr. Andrews demanded that the whole
proceedings be recorded on a journal,
and the stenographer wrote that Chief
Conlin was granted fifty days' leave of
absence, it being shown that if he were not
allowed to go he would plead sick and
take the vacation any way.

The Chief has been trying to secure a
vacation for several weeks. One objection
made by the Commissioners was that he is
needed here to enforce the Kaffee law, es-
pecially against saloonkeepers.

Chief Conlin and his family will take a
steamer the last of this week and go to
some Southern city.

During the Chief's absence Inspector
Cortwright will be at the head of the police
force.

There was considerable speculation yes-
terday as to whether or not the Board
would co-operate with the acting chief dur-
ing Chief Conlin's absence and make a num-
ber of promotions.

President Roosevelt said last night that
nothing would be done in the way of pro-
motions during Chief Conlin's absence. He
added that the acting chief had not the
power to recommend or endorse any candi-
date for promotion, which power is alone
vested in the Chief.

"The matter of promotions will not be-
come a live question," he said. "We could
not, if we desired, legally obtain the acting
chief's endorsement of any candidate for
promotion, so there need be no anxiety on
the presumption that the Board intends to
take advantage of Chief Conlin's absence to
rush through a lot of delayed promotions."

LOCKED IN WITH THE BEER

Fair Crusaders in the Temperance Cause
Failed to Capture a Contra-
band Carload.

Salem, S. D., April 21.—A band of W. C.
T. U. crusaders nearly captured a carload
of beer which was being shipped from a
few days ago. For some time members of
the society have complained that the State
Prohibition law is systematically violated here,
and they finally resolved to see that it was
enforced.

The car had been opened and a wagon
was backed up at the door when a dissem-
ination arrived to prevent the action
of the agent to whom the beer was con-
signed in unloading the contents. The
agent turned a deaf ear to the protest.
Then the crusaders sang a hymn and tried
it again. The agent was still deaf, so a
number of the bravest of the fair crusaders
climbed into the car and dared him to re-
move another.

He was nonplussed and finally drove
away, leaving the women in possession.
They remained on the ground for a time,
but as the dinner hour approached it was
decided to leave a guard of four in charge
of the car, while the rest of them went to
look after their families.

The agent ordered the station agent to
send up the car and ship it back to Tracy,
Minn.

The railroad men requested the women to
vacate, but the women refused to do so
until the car was loaded. For two hours
the prisoners were kept in the car. Then they
weakened, and shortly after the arrival of
the northbound freight train a vigorous
battering was heard on the door. To the
station agent the women said they were
willing to permit the departure of the car
if they were released. Five minutes later
they were at liberty and the beer was on
its way to Tracy.

HOOKS A 45-POUND BASS.

New Rochelle Man Captures a Big Fish of
the Striped Variety in the
Sound.

Adam Kistinger, of New Rochelle, yester-
day captured in the Sound, between Larch-
mont and New Rochelle, a forty-five pound
striped bass. It was four feet long. This
is the largest known bass caught in New
Rochelle waters since 1881, when Adam
Kistinger and Walter F. Davis took a
fifty-five-pound bass from the gut between
Harrison and Echo Islands.

Leading Outfitters to Men.

Brill Brothers are offering great inducements
to buyers of men's goods. Brill
Brothers are becoming very generally
known to newspaper readers as progressive
outfitters to men. They have been adver-
tising for several days special offerings at
each of their three stores, No. 274 Broad-
way, No. 47 Cortlandt street and No. 211
Sixth avenue. For several years new men
have followed the announcements of this
firm, because the impression has been made
on the minds of most buyers that they can
get from Brill Brothers just exactly what
they advertise. When a firm gets this
reputation, it is an easy matter to force
ahead in a business way. When the pub-
lic confidence has been gained, as Brill
Brothers have undoubtedly gained it, a
business must grow, constantly and satis-
factorily. . . .



M. Leon Say.

He tried to build up a Liberal as opposed to a Radical Republic in
France, was a strong supporter of free trade and a man of brilliant parts.
His openly expressed admiration for English institutions prevented his ever
gaining that place in French political life to which his talents entitled him.

CYCLISTS, BEWARE OF CORBIN'S DOGS!

That Is, if You Intend to Cross a
Certain Road Now Much
in Dispute.

Once Used as a Highway Through
His Land, but He Forbids
Travellers to Pass.

IN THE TOWN OF WEST ISLIP.

Highway Commissioners of That Place
Say It Is a Public Thoroughfare,
but His St. Bernards
Are on Guard.

A short strip of roadway running through
the premises of Anselm Corbin, near Baby-
lon, L. I., is the subject of a controversy
that is likely to end in the courts. Inciden-
tally, the right of the Babylonian
youth to propel his bicycle and smoke his
cigarette on the ground in question hangs
in issue.

As the case now stands, Mr. Corbin de-
nies these rights, and enforces his will by
the prompt ejectment of all offenders.

On the other hand, the Highway Commis-
sioners of West Islip, in which township the
road lies, assert that such entries are legal,
the road being a public highway. The rail-
road magnate warns against trespass, and
the Highway Commissioners threaten to
change the course of the road so that it
will encroach upon his front stoop.

A long time ago—the Babylonians say a
century and a half—the disputed ground
was in use as a public highway. It runs
between two much frequented roads lead-
ing from the north into Bay Shore, and
the road being a public highway, and shade has
been much travelled in the summer season.

Twenty years ago Mr. Corbin bought the
Nipewick farm and has added to the demesne
until it now contains about five hundred
acres. Landscape gardeners, in beautify-
ing the place, changed the course of the
disputed road, but the public continued to
use it until last Summer, when the trouble
began.

Samuel H. High, Overseer of Highways,
took a road machine there one day. He
was promptly warned to keep away, as a
trespasser on Mr. Corbin's property. This
incident was followed by a communication
from Mr. Corbin's lawyer, threatening suit
unless the alleged trespass was satisfactorily
explained.

Overseer High referred the matter to
Commissioner S. B. Gibson, of the High-
way Board, and in the correspondence
which ensued that body informed Mr. Cor-
bin that if he further disturbed the public
in the use of the road the Commissioners
would restore it to its original course
through the beautiful lawn in front of the
Corbin mansion.

The better to fortify his possession, Mr.
Corbin built two gates at strategic posi-
tions on the road. The lower gate, at the
intersection of the main road, stood invitingly
open on last Sunday when Editor
Cooper, of the South Shore Signal, the
weekly paper at Babylon, was passing on
his wheel. He turned in and pedaled let-
terily through the Corbin premises, unim-
peded by warning signs and watch dogs
abounding there.

"I didn't mind the turning back so
much," said Editor Cooper, yesterday, "even
if it did make my trip ten miles longer
than it would otherwise have been. There
is not much pleasure, though," he added re-
flexively, "in sitting on a high fence and
four big St. Bernards dogs get tired wait-
ing for you to come down."

"Oh, no. Mr. Corbin did not set them
on; neither did he call them off. He sim-
ply requested me to go back the way I
had come. The only thing he said that I
complain of was that he allowed no cigar-
ette smokers on his premises. I don't
smoke cigarettes, myself."

Hicks's Advertising Guide.

The nineteenth annual edition of "Hicks's
Advertisers' Guide" for the season of 1896,
just published, presents in a concise and
handy form for reference carefully selected
lists of the best newspapers and their rates
for advertising resort hotels, together with
much other valuable information. To prop-
rietors of Summer resorts it will prove
especially valuable in fact, it is invaluable.
Mr. Hicks is one of the oldest and best
known advertising agents in the city, and
his advice and suggestions are to be trusted
and followed. The guide is sent on appli-
cation to William Hicks, newspaper ad-
vertising agent, Vanderbilt building, No.
122 Nassau street, N. Y. . . .

Indiana's Big Anchor Found.

Fort Monroe, Va., April 21.—The battle-
ship Maine sailed for Norfolk this morning
after successfully fishing for a fifteen thou-
sand pound anchor lost by the Indiana last
week.

RAILROADS COMPLY WITH CYCLE LAW.

New York Central Wires Its
Agents to Accept Wheels
as Free Baggage.

Trunk Line Association Decides to
Leave the Matter with the
Companies Affected.

LIVELY INTEREST OF WHEELMEN.

If Railroad Companies Test the Law the
Fight May Be Made Against Paying
Claims of Damages When
Bicycles Are Broken.

The Armstrong bill, compelling rail-
road companies to carry bicycles as personal
baggage free, and to check them without
cost throughout this State, which was
signed by Governor Morton on Monday
last, was the chief topic among wheelmen
yesterday. Although Chauncey M. Depew
and other railroad personages had publicly
stated that the new law would be imme-
diately tested, and its arbitrary provisions
combated, it was announced yesterday that
the act, which went into effect immedi-
ately upon its signing, would be respected.
The line chiefly affected is the New York
Central. Possibly the Long Island Rail-
road Company carries more bicycles belong-
ing to New Yorkers than any other line.
It has for some time past treated them
as passengers' free baggage.

Such companies as have either charged a
small fee or carried bicycles free have hith-
erto repudiated upon their printed tickets
all claims for damages. The new law pro-
vides that they shall be liable to the same
extent as they are for trunks, portmanteaus
and other baggage. This is the point
which may eventually give rise to a case
testing the legality of the bill.

NEW YORK CENTRAL INSTRUCTIONS.
Mr. George H. Daniels, general passenger
superintendent of the New York Central
Railroad, said yesterday:

"We are going to comply with the law,
and as yet I have heard of no proposed
proceedings to test its constitutionality.

The following message was sent at 11
o'clock this morning to our general baggage
agent at Albany:

Please give instructions immediately to all
baggage men to check free, until further notice,
upon application of a passenger holding proper
transportation, one bicycle for each passenger.
No release of liability for bicycles is to be re-
quired under the rule, and the sale of bicycle
tickets is for the present to be waived. We will
so instruct ticket agents.

"Until June last," Mr. Daniels continued,
"we used to carry passengers' bicycles free,
but we found this becoming such a bur-
den, averaging about five thousand a month,
that we arranged to issue a ticket and
make a small charge."

Commissioner L. P. Farmer, of the Trunk
Line Association, yesterday said:

"It was decided that the Bicycle Bill was
a matter for the different companies af-
fected to take separate action upon, so that
nothing will be done at the association. I
don't imagine, however, that the lines
will never submit to the law."

Mr. O. M. Shepherd, local passenger su-
perintendent of the New York, New Haven
& Hartford Railroad, said:

"The general baggage department in New
Haven will decide upon the requirements
of the bill."

WHAT CONSUL POTTER SAYS.
When asked what attitude the wheelmen
would take if the railroads take the matter
into the courts, Chief Consul I. B. Potter,
of the New York State Division, L. A. W.,
said:

"We should feel sorry to be compelled to
prolong this conflict, and I believe that our
railroad friends will scarcely deem it pru-
dent to force another issue. We are not
short of ammunition, and another conflict
would find us in a more aggressive atti-
tude, and that, too, in matters of need
legislation in which the entire community
would endorse our position. If I may judge
from facts disclosed to us by cyclists who
are shippers in all parts of the State the
next Legislature might employ its time
much more profitably than by a whole-
sale investigation of the methods and man-
agement of some of our principal rail-
roads."

"We believe in the Eleventh Command-
ment, which suggests to every man the
propriety of minding his own business, and
we greatly prefer the privilege of living
at peace with all mankind; but, after all,
there is a power of ginger in this army of
bicycle riders, and if there must be war,
of course we shall go into it as true philan-
thropeists. There is really no better way to
humanize the railroads than to purify
them."

"We will get out a circular right away,
calling upon wheelmen to use their rights
reasonably and demonstrate by patient and
gentlemanly demeanor their desire to treat
the railroad companies, and especially the
railroad employees, with courtesy and con-
sideration. Nothing that is unreasonable
will be countenanced, much less encour-
aged, by the officers of the L. A. W. We

W. & J. SLOANE

Extraordinary Sale
of
Imported and Domestic

BODY BRUSSELS

at 90¢ per yard.

Choicest Designs and Colorings.

BROADWAY, 18TH & 19TH STS.

Boys' Suits & Overcoats, \$3 to \$12.

Gentlemen's Clothing to Order
from all the fashionable Woolens—Suits
and Overcoats, \$15 to \$40. Trou-
sers, \$4 to \$10.

CLOAK DEPARTMENT.

(Private Entrance No. 775.)

Ladies' Coats, Capes, Jackets, Suits,
in all the latest Spring styles.

Capes in rich silk, lace chiffon and lace,
combined with other suitable materials, \$10.50
to \$35.00.

Coat Capes, all lengths and sweeps, suitable
for young, middle-aged or elderly people, \$5.00
to \$25.00.

Jackets of Black Cheviot Cloth, box front,
pleated back, wide cloth facings, \$5.75. Simi-
lar style in Black Kersey Cloth, \$5.95. Also
lined throughout with handsome quality of
plain black or figured Taffeta silk, \$11.25.

Other styles from \$5.50 to \$25.00.

Weekly or Monthly Payments.

A LITTLE Smarter in Style,
A LITTLE Better in Quality,
A GREAT Deal Lower in Price.

McCANN'S SPRING HATS,

210 Bowery, near Spring St.

CATALOGUE FREE. 26 BARCLAY ST.

have no more use for an arrogant and airy
wheelman as he was here for a pompous,
bombastic railroad official.

"If both sides will now come to the mid-
dle ground of reason we shall soon be on
the best of terms, and the railroad com-
panies will find themselves to be the parties
most benefited by the new law."

"It is my purpose to send a communica-
tion to the passenger agents of the rail-
road companies affected by this law, offer-
ing them the use of our valuable cycling
maps, showing roads most popular in the
vicinity of their railroad stations, so as to
enable them to profitably advertise and di-
rect the attention of cyclists to trains
which are best adapted for transportation
of wheelmen and their wheels."

DEATH OF LEON SAY.

France Loses One of Her Most Noted
Economists and Finan-
ciers.

Paris, April 21.—M. Jean Baptiste Leon
Say, the celebrated French statesman, died
this morning, aged seventy years.

Leon Say, the famous French economist
and financier, was born in Paris, on June
6, 1826. His father, Homee Say, was a
prominent member of the Liberal party
under Odillon Barrot, and his grandfather
was Jean Baptiste Say, an intimate friend
of Lafayette.

The Say family were Protestants. They
were driven, in the days of Louis XIV.,
from Nines, their home, by the revocation
of the edict of Nantes. The Says lived in
Genoa, until through the revolution Leon
Say's grandfather was enabled to return
to France.

Leon Say, after completing his course at
the College Bourbon, visited England. Dur-
ing the winter of 1848 young Say was en-
rolled in the National Guard.

He was but a callow youth when he be-
gan contributing to the Journal des De-
bats, of which he finally became proprietor.
In 1871 he was elected to the National As-
sembly, and the following year was made
Minister of Finance by M. Thiers.

He also acted in this capacity in 1870, under
M. Buffet's administration. Shortly after
this he was made Senator, and at the ex-
piration of his term, in 1882, he was re-
elected.

During the new ministry which was
formed under the regime of M. Dufaure
Leon Say again became Minister of
Finance.

In 1878 he presided over the Monetary
Conference, held in Paris. He retired from
the position as Minister of Finance, which
he also held under President Grevy, in
1879, and in 1880 was appointed Ambassa-
dor to England. In May, 1880, he became
President of the Senate, being re-elected in
January, 1881. During De Freycinet's
Cabinet he was again made Minister of
Finance.

Leon Say took an active part against the
Bismarck movement in 1888. He suc-
ceeded Edmond About as a member of the
Academy.

In addition to the number of essays and
newspaper articles from the pen of Leon
Say, there exist many of his works, on
financial topics.

OBITUARY.

General Lloyd Baldwin, the oldest former Brig-
adier-General of the Connecticut National
Guard, died in Willimantic, Conn., of apoplexy
at 8:30 a. m. yesterday, aged eighty-six years.
He was a native of Norwich, Conn.

Ex-Senator Richard N. Herring, who
died at his home in New Haven, Conn., yester-
day, was a native of New Haven, Conn., and
in 1858. He served three years in the war, and
was a member of the General Assembly in 1875,
1876 and 1881. In 1884 he was elected
Senator.

William G. Moehring, an importer of wines
and liquors at No. 128 Cedar street, died sud-
denly at his home in White Plains on Monday night.
Mr. Moehring was taken ill with a nervous
trouble about ten days ago while on a visit to
Philadelphia with his wife, who is a member of
the Russian Consul and city. He leaves a
widow and two children, one of whom was re-
cently married to George Leith, the importer.

Driver Blackwell Stout, formerly a City Hall
porter in this city, died yesterday of a
long illness at his home, No. 100 West 10th
street, of dropsy and heart disease. He was sixty-
two years of age, and was a School Commis-
sioner under Mayors Hewitt and Gilroy.

CLOTHING ON CREDIT

CAREY & SIDES,

Clothing Manufacturers and Retailers,

Have Removed

to their New Store,

775 and 777 Broadway,

Between 9th and 10th Streets

(directly opposite Hilton, Hughes & Co.)

You get the goods first and we

get the money afterward in

Weekly or Monthly Payments.

Exceptional Values in

\$12 and \$15

Spring Suits

In Black Diagonals,

In Fancy Cassimeres,

In Cheviots,

In Fancy Diagonals, &c.

Designed, cut, made

and sold by us. Which

means Novel Effects,

Best Workmanship,

and a saving of \$2.50

to \$5.00 on each suit.

Spring Coats

\$10 to \$25.

Boys' Suits & Overcoats, \$3 to \$12.

Gentlemen's Clothing to Order

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CATALOGUE FREE. 26 BARCLAY ST.

LET A PICKPOCKET GO.

Mrs. Thomas Accused Patrolman O'Keefe
of Doing This After Whispering
to Three Men.

Mrs. Jennie Thomas, forty-two years old,
of No. 26 Second avenue, a respectable
looking woman, told Magistrate Brann, in
Yorkville Court, yesterday, a story of
strange conduct on the part of a patrol-
man, which the Magistrate said he would
sift to the bottom. She was arrested by
Cornelius O'Keefe, of the East Thirty-fifth
Street Station, on a charge of intoxication.
She denied the charge most emphatically,
saying that she was not a drinking woman.
She said that while she was waiting for
a car at the corner of Twenty-seventh
street and First avenue, about 8:30 o'clock
on Monday evening, a pickpocket made an
effort to grasp her purse. Mrs. Thomas is
a strong woman and she held both the
purse and the man until Patrolman O'Keefe
arrived and arrested the thief. When they
reached Twenty-eighth street on the way
to the station, the woman said, three men
spoke to O'Keefe, took him to one side,
and had a whispered conversation. As a
result he let his prisoner go and said to
the woman: "Now, you get out of this
and go home! If you say anything I'll
arrest you for disorderly conduct." When
she remonstrated, O'Keefe placed her un-
der arrest.

Mrs. Thomas had witnesses present to
testify to her respectability. Magistrate
Brann paroled her till to-day.

WHERE IS W. SAKOLSKY?

Five Years Ago He Was Looking for His
Sister; Now She Is Looking for Him.

Russian Consul-General Olovsky has re-
ceived a letter from a little village in
Russia, which is signed by Anna Platzev,
and in which he is asked to aid the writer
in finding her brother, Wilhelm Sakolsky,
who is supposed to be somewhere in the
United States.

More than a score of years ago the Sako-
lowsky family lived in Libau, Russia. They
were united then, but after the departure
of Wilhelm, the eldest son, for America,
the family became speedily broken up. The
old people died and the sister, Anna, mar-
ried Sea Captain Platzev and moved away
from the old home.